

Man's best friend
See Page 1B

ORI countdown:
104 days

Alarm Conditions
Commanders at bases in threat areas use attack warning signals and alarm conditions to initiate passive defense actions in wartime. Simply put, alarm conditions initiate or limit air-base-wide movement and action while the mission oriented protective posture levels let individuals know what to wear for minimum protection.

Alarm Green is the normal condition of readiness in wartime. There is no active threat of attack present. NBCC threat hazards from previous attacks may be present.

Alarm Yellow indicates an attack is expected within 30 minutes. Surveillance indicates aircraft or missile attack is imminent or that an enemy ground force presents a direct threat to the base. Implement pre-planned protective actions appropriate to threats. Individuals not performing mission essential tasks report to assigned shelter or seek best available cover.

Alarm Red, missile or air attack indicates the air-base is, or will soon be, under missile or aircraft attack. Implement pre-planned actions for threats. Terminate current missions as safely as possible and take cover. Direct aircraft to launch-to-survive or taxi into the nearest protective shelter. Report attacks and resulting damages to unit control centers.

Alarm Red, ground attack indicates the airbase is or will soon be under attack by a ground force. Implement pre-planned actions for ground attack threats. Terminate current missions as safely as possible. Assume assigned defensive positions or take cover. Report enemy activity and support security forces operations.

Alarm Black indicates an attack is over and initiates base recovery. NBC hazards are likely to be present, but may not yet be marked or reported. Remain under overhead cover until directed otherwise; perform necessary self-aid and buddy care and immediate decontamination. Specialized and unit teams begin surveys when directed by the commander. Implement pre-planned actions to recover primary mission capability.

— Master Sgt. Roger A. Smith II

Robins colonel selections

The following people have been selected for the rank of colonel:
Mariano Campos
John Eunice
Kevin Foley
Eric Sillery
Melissa Weydert
Keith Yaktusz



General Wetekam

Wetekam to pin on 3rd star

By Ms. Lanorris Askew
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The Air Force announced Thursday the U.S. Senate confirmation of Maj. Gen. Don Wetekam, Center commander, for the position of Air Force deputy chief of staff for Installations and Logistics and promotion to the grade of lieutenant general. As a result of this confirmation, General Wetekam replaces the former deputy chief, Lt. Gen. Michael E. Zettler, at the Pentagon, Washington

D.C., who retired Jan. 1. Brig. Gen. Michael A. Collings, current director of Maintenance and Logistics, Headquarters Air Combat Command, Langley Air Force Base, Va., will assume command of the Center in a ceremony next month. General Collings is the fourth successive commander out of the Air Combat Command Maintenance directors' position to come to Robins. This is also the third time he has succeeded General Wetekam.

What to know

Maj. Gen. Don Wetekam's new position will make him responsible to the chief of staff for leadership, management and integration of Air Force civil engineering, communications operations, services, supply, transportation, maintenance and munitions policies, and resourcing to enhance productivity and combat readiness while improving quality of life for Air Force people.

Braving the cold



U.S. Air Force photos by Ms. Sue Sapp

Robins' senior officers braved the cold to participate in the Air Force fitness test Wednesday morning. Under the standard, fitness evaluations now include body composition, strength and aerobic fitness measurements. The evaluations also represent the culmination of more than a year's worth of work in developing a new fitness standard for the Air Force. The service had been using the same gauge of fitness – the cycle ergometry test – for more than a decade. The new evaluation is more fitting of the demands put on airmen in today's expeditionary climate, Air Force Chief of Staff Gen. John P. Jumper said during a recent interview. To view the fitness charts, go to www.af.mil/news/USAF_Fitness_Charts.pdf.

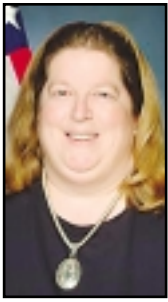
Above, senior officers begin a 1.5 mile run for their fitness evaluation. Right, Col. James T. Danielson, Maintenance Directorate Aircraft Division chief, does a sit-up.



Flight chief named engineer of year

By Ms. Holly J. Logan
holly.logan@robins.af.mil

Ms. Nancy Manley said becoming the first woman to ever receive the Federal Engineer of the Year Award took her by surprise. National Society of Professional Engineers President Ms. Terry Helminger presented Ms. Manley, Engineering Flight chief for the 778th Civil Engineering Squadron, with the 2004 award during the 25th annual FEYA banquet at the National Press Club in Washington D.C. Jan. 15. The 52-year-old Fort Smith, Ark., native said she learned about the award years ago, but never imagined she'd earn it. "I was in shock," she said. "There were 10 finalists up there. I figured one of them would get it, because there are so many other good engineers out there." Ms. Manley may be modest about her achievement, but Lt. Col. Joe Ballard, 778th Civil Engineering Squadron commander, said



Ms. Manley

What to know

The National Society of Professional Engineers is a national group of professional engineers from all disciplines that promotes the ethical and competent practice of engineering, advocates licensure and enhances the images and well being of its members. For more information, visit www.nspe.org.

he sees it as well-deserved. "Nancy is a great engineer and has done a very effective job managing over \$150 million in design and construction work this past year," he said. "She has a staff of about 60 engineers who move mountains at Robins. Nancy's recognition just epitomizes what we take for granted every day here – we have a super team." Twenty-six engineers from several federal agencies competed for the highest level of recognition of its kind. Candidates were evaluated on engineering achievement, getting engineering projects designed, awarded and constructed in a timely manner, and other engineer career areas.

Please see **ENGINEER, 2A**

Robins IG accepts a top Macon post

Col. William Saunders has been selected for a top position in the Macon, Ga., city administration, the Macon Telegraph reported on Thursday. According to the Telegraph, Macon Mayor C. Jack Ellis announced Saunders as his choice for the Chief Administrative Officer position. Colonel Saunders on Thursday said he has accepted the position; however, it is contingent on his retirement from the Air Force, "some time this summer." The Warner Robins Air Logistics Center Inspector General said his immediate concern is the upcoming Air Force Material Command

Operational Readiness Inspection. "My focus right now is on the Air Force and the ORI," he said. Robins is to undergo a war-readiness inspection in May. "I want to make sure Robins Air Force Base does well [in the inspection]. Not just well," the colonel said. "We want to do exceptionally well. We want to be outstanding."

— Mr. Phil Rhodes



Colonel Saunders

DFAS clarifies retro civilian pay raise

ARLINGTON, Va. – The additional 2.1-percent pay raise for civilian employees authorized by the president Jan. 23, will be retroactive to Jan. 11. However, before it can take effect, an executive order must be issued addressing how the increase will be split between base and locality pay, said Defense Finance and Accounting Service officials.

After the executive order is issued, the Office of Personnel Management will publish new salary tables based on that guidance. These tables must then be integrated into the personnel system before any retroactive pay adjustment processing can begin, officials said. Once the adjustments are processed by the personnel system, calculation of employee pay increases by payroll systems can begin. As in 2003, not all employees will receive the retroactive part of the pay increase at the same time. Because of transaction volume, payroll processing of this change must take place over the course of multiple paydays, DFAS officials said.

– *Air Force Print News Service*

ROBINS BULLETIN BOARD

78th ABW Enlisted Promotion Ceremony
The 78th Air Base Wing Enlisted Promotion Ceremony, hosted by Col. Tom Smoot, 78th ABW commander, will be at 3:30 p.m. today at the Smith Community Center main ballroom. Those being recognized will be notified by their respective first sergeants. Commanders, supervisors, family members and friends are encouraged to attend. Show your unit’s pride and spirit; come and join us in congratulating our new promotees. For more information, contact Senior Master Sgt. Editha S. Garcia or Staff Sgt. Jessica Jackson at 926-0792.

LOA luncheon
The Middle Georgia Chapter of the Logistics Officers Association will have a membership lunch meeting today from 11:30 a. m. - 12:30 p.m. at the Officers’ Club atrium. The Eglin Air Force Base Emerald Coast Chapter will be the guest and will provide a mission brief. Current members and interested new members are encouraged attend. Military retirees who wish to be active in the chapter are a valued asset and are welcome. For more information, call Maj. Michael Mistretta at 926-4079.

NCMA luncheon
The National Contract Management Association will meet at 11:30 a.m. Feb. 18 at the Officers’ Club ballroom. There will be a “go through the line” luncheon, with a presentation by Mr. George Falldine, WR-ALC Plans and Programs director, at 11:45 a.m. He will discuss new Air Logistics Center transformation initiatives. Notify your NCMA division representative by close of business Feb. 17 if you plan to attend. Anyone interested in attending should contact Mr. Gerald Brunson at 926-7086.

Zero Overpricing Program
Be a partner with the Air Force in reducing tax payers’ expense by participating in the Zero Overpricing Program. The program aims to reduce overpricing in Air Force acquisitions. It serves as the

vehicle for all Air Force material users to participate in the efficient utilization of funds. If the current catalog price for an item is incorrect and may reflect an overprice to the government submit an AF Form 1046 to WR-ALC/PKPB, Attn: ZOP Monitor, 235 Byron St., Robins AFB, GA 31098. Partnership benefits are recognition and a cash award. If you have any questions, or need additional information, contact Ms. Cassandra Tharpe, WR-ALC/PKPB, at 926-7118 or visit <http://pkec.robins.af.mil/pr/pkpb.htm>.

Museum art exhibit
The Museum of Aviation will feature Georgia artist Mr. Marc Stewart in the final art exhibit celebrating the anniversary of the Centennial of Flight in the Eagle Building art gallery. The exhibit, entitled A Celebration of Heroes, features over 30 general aviation themed pieces. The exhibit will be on display through March 12.

AFAS education grants
Spouses and dependent children of active duty and retired military members at Robins who are working toward undergraduate degrees have an opportunity to earn \$1,500 grants from the Air Force Aid Society. Eligible recipients may apply for the grants for the 2004-2005 school year from now until March 12. The grants are for full-time undergraduates in colleges, universities or vocational or trade schools whose accreditation is approved by the U.S. Department of Education for participation in federal aid programs. A limited number of forms are available at the Family Support Center and also is available at www.afas.org. Follow the education link to the form.

Robins Thrift Shop
The Robins Thrift Shop is taking donations on consignment. Everything from baby items to weight equipment can be sold. The shop is located on Page Road, Building 288, just inside gate 5. Store hours are 10 a.m. to 1 p.m. Wednesdays and Fridays and the shop will be open Saturday.

C-5

Continued from 1A

Command experts improving the supply chain and making C-5 parts more readily available, that practice is a thing of the past at Travis. In fact, Al Fatkin, Center strategic airlift directorate deputy director here, said many parts that used to take weeks to get are either on the shelf or arrive in a matter of days, making C-5 reliability rates higher than ever before.

Due to AFMC’s efforts, operations officials at Travis launched their cannibalized jet into operational status more than nine months ago - a first since the aircraft’s initial bed down in 1969. In addition to the Travis success, fleet-wide C-5 Mission Impaired Capability Awaiting Parts, or MICAP, hours - the total time aircraft couldn’t fly due to parts or maintenance issues - have declined from 1.8 million in January 2001 to 300,000 as of November 2003, he said.

Additionally, the fleet cannibalization rate, measured by the number of cannibalized items per 100 sorties across the Air Force, has reduced from 55 in fiscal 1998 to 22 in fiscal 2003, he said.

“For more than 30 years, a dedicated C-5 cannibalization jet was universally accepted as a necessary evil,” said Lt. Col. Dennis Daley, 60th Maintenance Group deputy commander at Travis. “Most people would agree that during the 1990s when spares availability reached some of its lowest points, the possibility of operating a C-5 base without a cannibalization jet was impossible.”

Colonel Daley said that in 1999, Travis’ annual C-5 fleet cannibalization rate was 59.7 canns per 100 sorties, compared to today’s 3.8. The achievement represents a major accomplishment not only for Travis, but for dedicated Air Force logisticians stretching from Corridor Two in the Pentagon to repair benches at Robins to maintainers on the flight line.

Maintainers, and their logistics readiness squadron counterparts, adopted an attitude

change that fostered innovation and a desire to help themselves instead of just relying on the system to provide parts, Colonel Daley said.

Further, a series of funding, policy and programming initiatives at Air Force headquarters, AFMC and the Defense Logistics Agency provided the foundation for improved spares readiness.

In AFMC’s role, Mr. Fatkin said command experts’ better understanding the supply chain for the C-5’s 74,000 stock listed components led to reduced backorders and MICAP, or mission impaired capability awaiting parts, targets. For the 2,500 parts C-5 System Program Office experts manage, they’ve arranged long-term repair and buy contracts for major components.

“We also developed overhaul kits to replace worn components vice repair on demand for 27 flight control components,” Mr. Fatkin said. “And we’ve initiated an intense effort to increase contractual coverage and supportability of low-demand items.”

Colonel Daley said officials at Air Force headquarters, DLA and AFMC developed a coordinated strategy to arrest the readiness decline of the 1990s. Air Force officials successfully developed one-time supplemental funding totaling \$904 million in spares in fiscal year 1999.

With funding and policy changes, spares availability increased, he said. The C-5 fleetwide total Not Mission Capable for Supply rates improved 34 percent between 1996 and 2003.

With the improved spares posture, the stage was set for a Travis attempt at eliminating their cannibalization jet. While the higher headquarters initiatives got Travis to “third base,” Travis’ teamwork and an innovative attitude brought them “across home plate.”

“A close working relationship with Warner Robins ALC further improved the response to potential show-stopper MICAP conditions. And the excellent relationship between the active duty Travis maintenance team and its reserve associate wing greatly improved local repair capabilities,” Colonel Daley said.

LEAN

Continued from 1A

Council as a priority for process improvement. The Lean Corporate Council is composed of Robins’ senior leaders and representative from each base organization.

While previous training events involved several organizations - primarily the Maintenance Directorate - this is the first to involve the entire Center.

Event participants provided their organization’s existing training processes including problems and concerns.

They worked as a team to focus eliminating waste and creating future action plans.

Mr. Victor Funck, Transformation Division Lean marketing and communications representative, said training affects everyone at the Center and, therefore, every part of the mission.

“These improvements will provide better training, more opportunities; increased work force knowledge, skills and abilities; and better training funding and budget execution,” he said. “The downside is change takes time and energy, and improvements aren’t often seen or experienced as quickly as we would like. This change is good – good for the entire workforce and the success of the Center.”

The participants in this event included subject matter experts, training administrators and managers responsible for organizational training functions.

Mr. Wallace said following the event, the participants should have left with a better understanding of the complex process of providing training to the work force. He also said they should be empowered to improve the training process within their organizations.

ENGINEER

Continued from 1A

Earning awards like the Georgia Society of Professional Engineers’ Engineer of the Year Award, Government Engineer of the Year and

others, the 15-year Robins employee is no stranger to achieving excellence.

Ms. Manley led the Engineering Flight to three consecutive wins as Air Force Materiel Command’s Engineering Unit of the Year - the first-ever consecutive win for any engineering unit.

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System allows LE to support field customers

From staff reports

The Support Equipment and Vehicle Maintenance Directorate completed a one-year trial of a system that uses e-commerce to support the repair requirements for customers in the field.

Repair turn-around time was reduced from weeks and months to hours and days, saving the government approximately \$400,000 in administrative costs.

“A typical method using contractor repair is to stack up some quantity of broken assets until money or inventory constraints drive the start of the repair process,” Mrs. Tammy Parkerson, Automatic Test Systems Acquisition and Services Section contracting officer, said. “In the cases where available inventory simply doesn’t allow this approach, assets can be repaired on an individual basis. That is a much more labor intensive process requiring administration of individual contracts or purchase orders. This method is also very time consuming and costly for both government and contractor administrators. In general, it’s a slow response to customer needs.”

In an effort to improve that method, a two-part system was developed in-house by using available resources.

Part one is a contract which provides fixed prices for parts and factory repair services on a contractor logistics support contract.

Part two is a Web-based application that puts managed controls in the hands of program managers, government and contractor team members, which gives field customers the ability to order repairs and field-replaceable spare parts 24 hours a day, seven days a week.

“We designed this system to support our interim contractor support and CLS programs that were not fielded with adequate spares,” Mrs. Parkerson said. “It minimizes the paperwork and funding hoops we have to jump through each time a system breaks in the field. It also connects the customer to the repair source and tremendously improves the overall response time. The discipline in the process invokes business rules on the contractor, the customer, and the government program office. The system has improved customer ability to forecast their requirements, and it allows them to provide information that improves the ability of the contractor to respond. The end result is an easy-to-manage contract, good value for the Air Force, and a very happy customer.”

The system was the brainchild of Mrs. Parkerson and a software engineering team that included her husband, Mr. Michael Parkerson and Mr. Craig Howell, both from the Acquisition and Technology Branch.

“We’re really fortunate that management had confidence enough in us to let us venture off and be creative,” Mr. Parkerson said. “The first system took us about four months to design and build, and we had to roll up our sleeves and learn a lot about Web technology and the business process to be able to apply one to the other. Looking back, this is all about making useful tools that capture, process, and control the flow of data to improve our business practices and to provide better support to our men and women in uniform.”

The system is deployed now and is being expanded to support two different types of contracts and two different types of automatic test equipment systems.

For more information, call Mrs. Parkerson at 926-7679.

Picking up the pace



Lean has changed the way the F-15 Production Branch operates. Work is broken up into a cell-flow system, where planes move through eight cells within the hangar. The mechanics develop a high level of expertise in that cell’s specific work, but are rotated among the cells periodically to maintain proficiency in other skills.

F-15 Mod Doc travels the long road to Lean

By Ms. Lisa Mathews
lisa.mathews@robins.af.mil

Workers in the Maintenance Directorate’s F-15 Production Branch have been traveling a long and winding road to Lean their processes. Still, with the ups and downs, mechanics and supervisors agree it’s a journey they are committed to complete.

Mr. Jeff Golmitz, Lean change agent for the Aircraft Division’s process improvement group, said before the Lean concept was implemented, the job was done by a tail crew responsible for cradle-to-grave work on a number of aircraft.

Following a value-stream mapping event in October 2001, a new system was put into place that allowed one plane to move into the hangar and one plane to move out every 2.3 days

Inside the hangar, the work was broken up into a cell-flow system, and now each plane moves through eight cells within the hangar.

Crews who used to do everything now work in individual cells, where according to Mr. Golmitz they develop a high level of expertise in that cell’s specific work. The mechanics are rotated among the cells periodically to maintain proficiency in other skills.

The new system also solved the problem of mechanics competing for, and tracking down necessary tools.

“Before, we might have had to wait on a crane or dolly. Now those parts are only needed in certain cells,” Mr. Barry Swafford, an aircraft electrician work leader, said. “We’re working as a team when, before, we were working in competition.”

Mr. Mark Johnson, F-15 Weapons System Support Center chief, joined the WSSC just as the Lean cell flow was ready to be implemented.

“I sat down and looked at the process, and I was very impressed,” he said. “The production worker on the floor shouldn’t have to chase and beg for parts and technical data they need.”

Mechanics and technicians are encouraged to write comments, concerns and suggestions on resolution boards, located around the hangar. Lean agents and WSSC personnel collect and track them. Also, supervisors go over the comments at least twice a week, Mr. Johnson said.

“This is the first time, in the 20 years I’ve been here, that anybody has ever asked the mechanics what their input is,” said Mr. Bill Cox, an aircraft

mechanic. “I give them a big thumbs up for that one. A lot of the procedures we’re doing now are a result of a mechanic saying, ‘hey, this is the way we need to be doing this.’”

While supervisors and mechanics agree Lean is the way to go, they also agree they have had their share of problems implementing the process.

“We’ve set it up, but we’re still in our infancy. Any corporation that has implemented Lean has learned that it takes three to five years to establish,” Mr. Golmitz said.

One thing everyone agreed on was the Lean process made problems visible, right away.

“We knew when we worked aircraft cradle-to-grave that we had problems, but they were harder to identify,” said Mr. Scott Brown, an aircraft mechanic. “Everything was all together instead of being broken up in subsections.

“Parts and manning are issues we’re working through, but we’re close. Once we work through these issues, we’re going to have a better airplane in the end,” he added.

Mr. Brown said the mechanics have been able to come up with a template to predict workload and the materials needed to complete it.

On the WSSC side, Mr. Johnson agrees with the mechanics about the parts.

“We move the planes every two days, and when a part’s not available, it’s immediately a problem,” he said. “From the WSSC side, this has caused us to be a lot more proactive. To look down the road to try to preclude problems, we’ve got to be a lot more reactive to keep these problems from happening.”



Mr. Golmitz



Mr. Johnson



Mr. Swafford



Mr. Cox

C-130 Production Branch going ‘6-10’ to meet goal

By Ms. Lisa Mathews
lisa.mathews@robins.af.mil

The people in the C-130 Production Branch have shifted into overdrive to meet their goals for the year.

As of Jan. 12, the work force has been pulling 10-hour-shifts, six days a week because, according to Branch Chief Mr. Johnny Jones, the branch is on tap to sell a total of 64 aircraft for the year. In order to reach that number, they have to move 30 aircraft by the end of the second quarter of fiscal 2004, which is March 31.

So far they have sold 13.

Mr. Jones said it isn’t a common

occurrence to have a slow start, and the branch has done everything possible to date, but extended work hours are what it’s going to take.

“People are handling going to the extended day pretty well,” said Mr. Keith Hamilton, first-line supervisor. “They’re coming in and trying to get the aircraft out. With the way things are now, you can’t help but be proud. I’ve got people who have family (in deployed locations), so they’re going to give their best for them.”

In a letter published in the branch’s newsletter, the Herky Herald, Lt. Col. Michael Neeley wrote, “The reason this is so important is the customer who deploys

these aircraft to Iraq and Afghanistan. There are units out in the field that are down below their combat requirements because of aircraft in depot status,” he continued. “You are the right folks to do this, and I’m impressed daily by the obstacles you overcome to get the job done.”

Management and mechanics alike are aiming to prove the colonel correct in his faith in their abilities.

“Anytime you accelerate people’s time in the workplace it creates conflicts with families,” said Mr. Ronnie Strickland, chief of the C-130 Weapons System Support Center. “However, we understand the C-130

is a war fighter plane, supporting the war fighter. We also understand we have Americans on foreign soil dying defending our freedom. The C-130 personnel will do whatever it takes to put the aircraft back in the hands of the war fighter with the least amount of down time.”

Mr. Jones said the branch will review the status of the production in March to determine if the extended work schedule will continue past the end of that month.

Ms. Denise Bryant, supervisor of the production support section, has already seen results from the extended shift.

“We are making some headway,”



U.S. Air Force photo by Ms. Sue Sapp
Workers in the C-130 Production Branch pull 10-hour-shifts, six days a week because the branch is on tap to sell a total of 64 aircraft for the year.

she said. “It’s very important that we get our ramp population down to 20 or 24 aircraft so we can make the aircraft flow through the cells as they are planned to flow.”

New strategy results in \$230 million IDIQ contract

By 2nd Lt. Brendan Geraghty
WRALC/LKGA
AMRAAM MRL program manager

The Armament and Specialized Management Directorate recently awarded a 10-year, \$230 million Indefinite Delivery, Indefinite Quantity contract to Marvin Engineering Company to produce the advanced medium range air-to-air missile, missile rail launchers and MRL related spares.

The contract incorporates acquisition-streamlining features such as: consolidation of the requirements, long-term relationship with the contractor, and user-friendly ordering procedures.

The savings associated with these streamlined processes can be measured in both time and money.

The MRL Integrated Product Team lead, Mr. Jeff Carroll and the contracting officer, Mr. Mike Bloodworth, led the team in developing an acquisition strategy. The competitive strategy employed by the team was a winner as contract prices for launchers and spares were reduced by 10 and 15 percent respectively.

The acquisition team envisioned having a “one-stop” seamless source for launchers and spares from the beginning. That was accomplished by establishing a long-term contractual relationship with the winning contractor.

This long-term relationship benefits the contractor, as he can now forecast production requirements far in advance of actual need dates.

The consolidation of the requirements will reduce the number of contracts awarded each year by approximately 50. Each time a requirement is generated, the PCO can place an order against the contract in just a few days, reducing cycle time.

Contract lead-time for the first 11 orders averaged only 2.6 days compared to more than 60 days prior under previous contracts.

In addition to contract lead-time being significantly reduced at the beginning of the acquisition, the contractor has been approved to use Alternative Release Procedures.

That will speed the approval to ship completed items. Alternative Release Procedures allow the contractor to release shipments before obtaining a Defense Contract Management Agency Quality Assurance Representative signature on the DD Form 250, Material Inspection and Receiving Report.

The contractor estimates that ARP will reduce approvals to ship items from two weeks to a few days.

Rewards of military lifestyle evolve

By Lt. Col. Jeff Kubiak
86th Flying Training Squadron
commander

LAUGHLIN AIR FORCE BASE, Texas (AFPN) – Like many of us, I have spent my entire adult life in an Air Force uniform. At several points throughout my career, I’ve made the decision to stay in the military when offered an opportunity to leave. I have to admit there were occasions when I made the decision to stay without really knowing why. With a few more years behind me, however, I think I more clearly understand. When weighing the demands of the military lifestyle against the rewards, the rewards won. The demands placed on individuals and families by the military lifestyle are predominantly exter-

nal, relatively constant, and easily understood by even those not in the military: hazardous duty, deployments, frequent moves, and long hours. The rewards of a military lifestyle change over time. Entering the Air Force with the promise of valuable training and a secure paycheck may be enough to offset the demands of a young career. The long-term rewards, those that keep people re-enlisting tour after tour, are somewhat more subliminal and personal. The ongoing sense of service to the community and nation is a very powerful reward. However, I think the greatest reward of a military career is the opportunity to cross paths with a tremendous number of really high-quality people. These high-quality people show up in hundreds of different places.

“I think the greatest reward of a military career is the opportunity to cross paths with a tremendous number of really high-quality people. These high-quality people show up in hundreds of different places.”

They include an amazingly human immunization technician who touched so many lives that when he died, there was not a dry eye in the packed chapel during his memorial service. They are doctors who make house calls to tend to your sick child in the middle of the night. They are neighbors who come to your house when you are up to

your eyes in boxes to offer a loaf of homemade bread or to watch your children while you continue packing or unpacking your life. They are people who are there to console you when tragedy strikes and there to help you celebrate life’s most special occasions. At each stop in my Air Force career, my family and I have had our lives vastly improved by peo-

ple willing to give us the shirts off their backs. In more than 19 years and seven assignments, we have accumulated several lifetimes worth of good friends and good times. Moving every couple of years is still painful. However, in addition to sincerely missing the friends we have made and are forced to leave, we also have learned to look forward to meeting the great people who will make our next location a home. I can’t imagine what our lives would be like, or who we would be, without the supportive, caring, quality humans we share our lives with. Although we eventually are separated from our new friends, our lives are permanently connected to theirs, and that’s an incredibly powerful reward. It’s all about the people.

Veteran’s final choices show love for the blue suit

By Maj. John J. Thomas
Air Force Personnel Center
Public Affairs

RANDOLPH AIR FORCE BASE, Texas (AFPN) – Reid S. Wyant is dying. His daughter called me the other day looking for help putting together the items so that he could be buried in his Air Force service dress uniform. He served 30 years as an airman. And it seems he’s still one of us. I got to thinking. What makes a person who has lived life as a civilian since 1980 want to be buried in his uniform? I like to think maybe Service Before Self gets into your blood. After all, retired Senior Master Sgt. Wyant switched his cancer treatment

from Eglin Air Force Base not too long ago because the war was forcing them to cut back care, and he wanted the active-duty people to get taken care of first. “Always thinking of others,” his daughter says. His daughter – her name is Andrae Harris – is helping care for him even as he edges closer to the end. She helps him plan it all out. Arlington National Cemetery was overruled by his wife, who wants him for eternity closer to family. Details like that. Andrae says she always knew her dad was a hero. He was awarded the Airman’s Medal for saving three swimmers’ lives “in front of my very eyes, without a care to his own safety.” He almost lost his own life doing it, she

says. And that pales in comparison to his courage facing his cancer. Sergeant Wyant might say it is the friends you find that make the Air Force something you want to be buried with. “I’ve never known anyone that did not like my dad,” his daughter says. A former commander, Col. Roger Andersen, still visits him at home. “They would both reenlist today,” if they could, Andrae tells me. Reid Wyant’s life with the Air Force began when the young Air Force had been around for just seven years. “His uncle was a rear admiral and told him to join the Air Force,” Andrae says. Seems his uncle was a smart man. She says “He caught a bus to Pittsburgh and never

looked back.” I think he’s looking back now. Looking back on the people he met as a munitions maintenance specialist and first sergeant. Born and raised in Kitanning, Pa., he served in North Africa, in the ‘50s; Cambodia, Viet Nam, Laos and Korea in the ‘60s. In 1971 he was in Thailand. And he was in plenty of stateside places in between. But no assignment was more important than the move from Denver to Bentwaters, England. That’s where a boy, dirt-poor and often mistreated by his grandfather, a guy who dropped out of school and put his kid brother through college – well, England is where he met his wife, Doreen. To hear Andrea tell


it, her mom’s whole family fell in love with him. As much, it seems, as he loved the Air Force. Upon retirement from his second career he moved from Dallas to near Eglin where he fried fish and chicken for squadron picnics. And where a couple of years ago they first treated him for cancer. And it was to Eglin that he went recently with his family to get all of his affairs together and prepare a final will. I have never met Sergeant Wyant. But I have worked with people just like him every day of my 12 years in the Air Force. I have served with loyal members of every service. And I am off to Iraq soon to work again with the State Department and other agencies.

People tell me to keep my head down when I go to Iraq. Instead I think I’ll hold my head high, out of respect for people like Sergeant Wyant and all those he represents, like my own dad, and my father-in-law. When Andrae asked him the other day ‘why the service dress uniform for the burial?’ he said that is what he has always worn for important events, and he wanted his family to recognize him. His sense of humor is still healthy. Maybe one day, I will ask to be buried in my service dress uniform, like Senior Master Sgt. Reid S. Wyant wants to be, “with full military honors.” In his case, the honor will be ours.

Action Line is an open door program for Robins Air Force Base personnel to ask questions, make suggestions or give kudos to make Robins a better place to work and live.

Please remember that the most efficient and effective way to resolve a problem or complaint is to directly contact the organization responsible. This gives the organization a chance to help you, as well as a chance to improve their processes.

To contact the Action Line, call 926-2886 day or night, or for quickest response e-mail to one of the




Commander’s Action Line

Maj. Gen. Don Wetekam
Commander,
Warner Robins Air Logistics Center

Col. Tom Smoot
Commander,
78th Air Base Wing

following addresses: If sending from a military e-mail system select, Robins Commanders Action



Line from the Global Address List. If sending from a commercial e-mail account (AOL, AT+T, CompuServe, Earthlink, etc.), use action.line@robins.af.mil. Readers can also access Action Line by visiting the Robins AFB homepage at <https://www.mil.robins.af.mil/actionline.htm>. Please include your name and a way of reaching you so we can provide a direct response. Action Line items of general interest to the Robins community will be printed in the Rev-Up. Anonymous Action Lines will not be processed.

Security Forces.....	327-3445
Services Division.....	926-5491
EEO Office.....	926-2131
Employee Relations.....	926-5802
Military Pay.....	926-3777
IDEA.....	926-2536
Base hospital.....	327-7850
Civil engineering.....	926-5657
Public Affairs.....	926-2137
Safety Office.....	926-6271
Fraud, Waste and Abuse hotline.....	926-2393
Housing Office.....	926-3776

Speeding on Eagle Street dangerous

Eagle Street near the ground support equipment maintenance area complex, Building 148, is one of the most congested streets on the base, and the issue of pedestrian and vehicle traffic has been a problem for some time. Vehicles consistently exceed the 15 mph speed limit and worse, recklessly pass slow-moving or stopped vehicles and equipment, paying little or no regard for the crosswalks. There are documented accounts of near misses. A hazard report and a 332 were submitted sometime ago, and crosswalks have been added recently, but the danger still exists, especially for the GSE contractor and the equipment that must be moved in the area. We are asking for security police to establish more of a presence during the peak morning, lunch and quitting hours, each weekday to prevent future incidents. Thank you for your attention to this matter.

Col. Smoot replies: Speeding in this area is a long-standing problem, and we thank you for taking the time to update us on the issue. Security Forces will conduct random speed enforcement in the area you’ve identified as we continue our efforts to eliminate flagrant speeding on the installation. This area, along with several others, has been identified as needing increased speed enforcement. Motorists need to remember several streets on the base pass through industrial areas that have reduced speed limits due to

the presence of heavy equipment and slow-moving traffic. Peacekeeper Way near Buildings 364 and 376 and the parking area near Buildings 280 and 282 are just two examples and are areas we have received reports of flagrant speeding. Speeding through these areas not only endangers personnel, but also jeopardizes high-value Air Force equipment assets. One of the best ways for everyone to support our Security Forces is to obey the speed limit in all areas. By our collective compliance, we show others the safe way to travel the base roads. When leadership by example fails, please contact the 78th Security Forces Squadron at 926-2118 to voice your concerns.

Pedestrian crossings

Recently I’ve had several near misses while crossing the streets here on base. I know the policy is to give the right of way to pedestrians, but lately it seems I’m the only one who knows that rule. Like most people on the base, I walk to various meetings on a daily basis, and I always cross at the designated crosswalks. Could you send out a refresher on this rule to the base via the Rev-Up? Believe it or not, I’ve even almost been hit by security forces personnel in their POVs. Thank you,

Col. Smoot replies: The laws governing pedestrians crossing the roadway are very clear. Georgia Traffic Code 40-6-91 states: “The driver of a vehi-

cle shall stop and remain stopped to allow a pedestrian to cross the roadway within a crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling, or when the pedestrian is approaching and is within one lane of the half of the roadway on which the vehicle is traveling or onto which it is turning.” ... “half of the roadway means all traffic lanes carrying traffic in one direction of travel.” ... “No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impractical for the driver to yield.” The law also says, “Whenever any vehicle is stopped at a marked crosswalk or at any unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle.” On the other hand, Georgia Traffic Code 40-6-92 states: “If not within a marked crosswalk, pedestrians will yield right of way to vehicles unless the pedestrian has already, under safe conditions, entered the roadway.” It goes on to say, “Any pedestrian crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right of way to all vehicles upon the roadway if he uses the roadway instead of such tunnel or crossing.” Bottom line: We should all obey the laws and pay common courtesy to each other so we can all move safely through the base. Point of contact is Capt. Michelle Stringer at 926-2118.



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Used oil and the environment don’t mix

Center Environmental Management Directorate

It takes motor oil to keep the vehicles and equipment at Robins running, but when that oil has done its job - whether from a car, lawnmower, or weed eater - there’s a right and wrong way to dispose of it.

For Robins residents, disposal is a simple matter: Make sure the drained oil is placed in a clean, leak-proof container and taken to the recycling receptacle at the Robins Hobby Shop, Building 985. From there it will be recycled or re-refined.

“Motor oil should never be poured down drains, into storm sewers, on the ground or in refuse containers,” said Ms. Linda Larson, Solid Wastes/Toxics Program manager for the Environment Management Directorate. “Getting rid of oil any other way than recycling runs the very real risk of causing ground water contamination or operational problems at our wastewater treatment plants.”

The service at the auto shop isn’t just for residents. Civilian workers, retirees and others coming on base are welcome to bring used oil there for proper disposal. Ms. Larson said similar services are also offered off-base by various automotive parts stores and garages.

Mr. Russ Adams, Water Quality Program manager, said discharging oil into waterways is a direct violation of state and federal water quality regulations.

“Awareness is key,” Ms. Larson said. “Whether from residents or employees, knowing what to do, then being responsible to see that it’s done, makes sense for our base community.”



U.S. Air Force photo by Ms. Sue Sapp
Mr. Robert Willis, Auto Shop volunteer, pours oil into a receptacle for proper disposal.

What to know

Just one gallon of used oil can contaminate up to a million gallons of fresh water. For more information about motor oil recycling or other auto shop services, contact Mr. Frank Gomez, auto hobby shop director, at 926-2049.

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